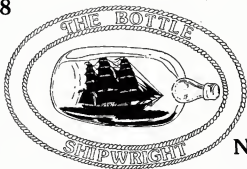


1988



No.4

Vol.6

JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA



THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For membership application, please write the Membership Chairman - Steve Behn, 252 Ponkum St., Stoughton, MA 02072, USA. Annual dues are \$15.00 for both North American and overseas members.

ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 3 Dexter St., Newburyport, MA. 01950, USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission is the second month of each quarter.

Jack Hinkley, President
Alex Bellinger, Editor
Don Hubbard, Assistant Editor
Steven Behn, Treasurer and Membership
Saul Sobroff, Technical Operations



Decals and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Nickles Ave., Royal Oak, Mich. 48073. Please send check or money order, payable to JAMES H. DAVISON.

The 4" embroidered patches are \$3.00 each and the 3" decals with easy-peel backing are \$1.25 each, or 2 for \$2.00. Jim has also just developed a 3" metal badge with our emblem, available for \$4.00.

Cover Photo - One of the magnificent models by Juan Rodriguez Del Barrio, the one of the REAL FELIPE. See back cover for other photos.

The Bottle Shipwright

Volume 6, Number 4

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FROM THE PRESIDENT

Mr. Juno Okada, President of the Japanese Ships in Bottles Association, has extended an invitation to Ship in Bottle Associations around the world to participate in a Ship in Bottle Exhibit at the Yau City International Interchange Fair, to be held in June 1989. Unfortunately, and much to the distress of Mr. Okada, the space allowed is very limited, and he cannot issue a blanket invitation to all members of the overseas associations as he has in the past. To meet the space restrictions, he has had to limit the number of models from each Association, amounting to no more than 40 models from all overseas organizations. The limit from SIBAA, including Coedra, must be no more than 15 models. Don, Alex and I have selected a group of members whose work we feel will best represent our Association, and forwarded this invitation to them to participate. We three would not be participating and would cheerfully ask others to fill our spots except for the fact that Japanese protocol expects representation of the work of the officers of this Association. We regret having to pass judgement in this manner, and very likely have to pass over the fine work of many of you, but the decisions must be made, and made soon, for SIBAA to be represented at this international event.

And as always, welcome aboard to all you new members! I hope our Journal will inspire you to get to your workabop, and to grab a typewriter to get in touch with fellow members. Some of these contacts will last for years, and add so much to being a ship in bottler.

Jack

HIT THE BOTTLE! (Preston)

PAUL HASS

It is with sincere regret that we announce the passing of long time member Paul Hass of Esbjerg, Denmark. Paul is known to many of our members for his contributions to Bottle Shipwright and for his participation in the many international ships-in-bottles shows through the years. His unique, self-taught method of bottling ships earned him a reputation for faultless, detailed workmanship which was sought after by his many collectors. Paul died unexpectedly of a heart attack on October 24th. He is survived by his son and his wife, Gerda. Condolences can be sent to her at her home address: Gerda Hass, Jyllandsgade 150, 6700 Esbjerg, DENMARK.

EDITOR'S NOTES

With the rest of the ship in bottlers of the world, I note with great regret the loss of this fine builder and gentleman. Ralph Preston wrote in with the following remarks: "Paul was a friend and gentleman of the old school. He spent much of his life at sea - he was a seiloor's sailor. He was also one of the world's best ship in bottle builders, and he will be missed."

I also join Jack in expressing regret the coming Yau City International Fair could not be open to all willing to exhibit, and we were forced to select who should represent us there. In the correspondence, the thought was often expressed, "Why don't we do more of this sort of thing here in America?" There is a lot of fine building going on in this country, and we should do more to bring this excellent work to public attention. Recently, a national organization of Boat Owners (yes, Bate) held a convention and show. That organization, roughly the same size as ours, strongly feels the little bentsies are misunderstood and make fine pots. If they can manage such an outrageous event, why can't we?

In the spirit of this, Bill Westervelt is to be commended for his work in organizing a Maryland Chapter of SIBAA, and planning a second conference of this Association. As I well know, it takes a lot of time and effort to plan such an event, as well as some guts to take the initiative. He deserves the active support of this membership, and it is this support that will make the difference whether his efforts lead to success, and whether similar events are likely to be repeated in the future.

Speaking of membership, we are now through the pro-rated period and at the conclusion of it, can now publish an updated membership listing. There were a considerable number of "ghosts" left in our sailing list, and Steve Hahn put in many hours of work to weed them out from the truly active members. This will be a great savings to us, not having to send issues to individuals no longer interested, and I am very much in debt to Steve for all the time and attention he gave this project.

Good Bottling.

Alex

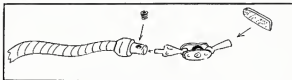
UNCLE GEORGE'S FLEXIBLE/ADJUSTABLE SANDING TOOL

and
NICOTY MICRO VACUUM CLEANER

by
George Pintor

In a previous article relating to the construction of the motor yacht, DOUBLE-O-SEVEN, I mentioned that I had some problems assembling the boat in bottle because of the wiring for the illuminated 007 plates. This resulted in unformest gaps in the formerly "perfect fit" construction. In addition, it was my intention to recreate the the seamless effect of the vessel as on the original. Therefore, after all of the main parts of the boat were assembled in the bottle, it was necessary for me to fill in, sand and touch up all these areas. Perhaps some builder would not have taken this step, but is it such things which create many of MY aggravations. The main problem was how to gain access to sand these areas? I would need some adjustable or flexible tool to reach in with. Time to begin rummaging through my junk collection. . . .

The following sketch shows the tool as constructed from scrap parts rescued from my basement.



THE FLEXIBLE/ADJUSTABLE SANDING TOOL

The main body of the tool is a small flexible gooseneck which had done former duty on a small high-intensity desk lamp. It is about 12 inches long and has a 3/8 inch outside diameter.

The "business end" is an adjustable ball joint connector assembled from an old mechanic's magnet. (This is the same ball joint as used in "third hand" desk clamps.) The gooseneck end was drilled and tapped to accept a 1/8 inch set screw. One male end of the ball shaft was cut down to slip into the gooseneck and secured with a set screw.

A small piece of emery board (1/4 X 3/4 inch) was epoxied on to the other male end of the ball joint. The whole business resulted in a small sander on a flexible shaft, the angle of which could be adjusted to virtually any desired position.

I began sanding with some trepidation (Oh! What have I gotten myself into this time?) Once I began to relax, however, I found that I was able to set up a rhythm and sand merrily away.

Wiping the sandpaper with a cloth from time to time prevented excessive clogging and lengthened the usable life of the grit. When it began to wear out another piece

of emery board was superglued to the original. This can be done any number of times, but results in a growing solder head.

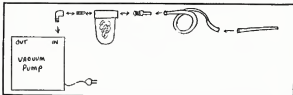
The emery board is rigid and can be snapped to any shape - pointed, angled, etc. When the rough sanding is completed, finer grit (400/600) can be glued to the emery board as well.

Now, I know you are wondering by this time what sort of mess I had created in my bottle? Well, it wasn't as bad as I had expected. Since I was sanding slowly and there is nothing to stir the dust, it just fell down and accumulated. A damp tissue on the end of a wire would easily pick up the powder. Nice theory but it didn't work as there were tiny inaccessible areas of dust that could be seen but not reached. What to do? It would have to be sucked out! What if I hooked a small hose to the vacuum cleaner? Nooooo. . . .

Imagine the scene of destruction - the suction created would be like a mini-tornado, sucking out my pretty little trees, people and a lot of other cute things! A vacuum cleaner was the answer, but not the one the Saint keeps in the closet. Time to think again.

Why not make a little vacuum cleaner? Thus Uncle George's Mighty Micro Vacuum Cleaner came into existence. Emerging into the light of day from the dust recesses of the basement with its collection of stuff too neat to be thrown away (what the Saint ungloriously refers to as junk), I had a little jewel in my hands. The basis for this tool is a small laboratory type vacuum pump. (Don't run right out to buy one - checking Thomas Scientifics' latest catalog, these sell for about \$250.00 now. Ouch!) This pump will draw about 26" Hg for those interested. I had a small air filter with 1/8 inch pipe threads - same as the vacuum pump, so it was simple to connect it to the inlet side of the pump. This filter came with a porous bronze screen which was removed and a bit of aquarium filter material was installed in the bowl.

A 1/4 inch hose barb with 1/8 inch pipe threads was screwed into the inlet of the filter. Three feet of 1/4 inch aquarium air tubing was plugged into the hose barb. Twelve inches of small rigid plastic tube on the end of the hose made it easier to handle and control.



Then I realized that this would afford limited access in the bottle, so with a fresh cup of my favorite beverage, I set about making "accessories". These were fabricated from the same rigid plastic tube and assorted metal tubes. Heating enabled me to bend the plastic in 45 and 90 degree angles. An inch long scrap of aluminum tube was filed to a 45 degree angle. Several sized lengths of copper tube were telescoped

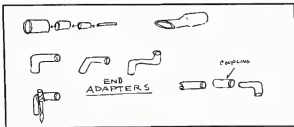
together and soldered resulting in a very fine tipped nozzle. (Refer to diagram.)

Short pieces (3/8 inch long) of aquarium tube act as couplings to attach the fittings to the end of the wand. In practice several angles could be coupled together allowing access to the most difficult areas.

And how did it work? In a word, TERRIFIC!

Now we all know that sanding inside a bottle is not an advisable thing to do, but it occurs to me that this tool might be useful for those engaged in repairing and restoration work on large models as well as bottled objects. It's an odd tool that probably won't be used often, but it is an answer to possible problems.

A future article will deal with improvising a vacuum pump at such less cost than purchasing a new one.



LAUNCH OF THE BRIG "NIAGRA"

edited from correspondence by
Michael Gualteri, Erie, Pennsylvania

On September 10th, 1813, Commodore Oliver Perry led his small squadron of nine vessels into Lake Erie to meet the opposing British fleet under Commodore Robert Barclay. The existence of this small American squadron was a feat in itself. Only months before, in February of 1813, Daniel Dobbins, a Great Lakes shipmaster living in Erie, had been given the assignment of creating this small fleet. The lack of skilled shipwrights, blacksmiths, coopers, and the remoteness of this community, then of only 800 inhabitants, added to difficulties Dobbins had to face. But the skilled labor was recruited and the necessary iron, rigging, canvas, cannon and shot were imported from the larger communities of Pennsylvania, New York and Washington DC. Fortunately, Erie had plenty of native timber close to the water for building the vessels, but the need for haste prevented allowing time for seasoning the wood. Much of the timber going into the new squadron was green.

Among the vessels built were the brigs LAWRENCE and NIAGRA. Along with the others built in Erie that spring and summer, these brigs were designed by naval architect Henry Eckford, and constructed by the New York shipbuilder Noah Brown.

The engagement into which Perry sailed that September day was a crucial one in the War of 1812. The conflict along the Canadian border had become one the major theaters of this war, and command of the Great Lakes was essential to the operations of either side. By losing control of these great waterways, the Americans would have been vulnerable to a British invasion into the sparsely populated northwest territories of the new country.

It did not begin well for Perry. Leading in the brig LAWRENCE, he came up the British but as the wind dropped, found his flagship taking the brunt of the British fire alone. Soon the LAWRENCE became too badly disabled to continue holding her own. In a bold move, Perry had himself rowed over to the still undamaged NIAGRA and, with a rising wind, brought his new flagship up into the conflict. This was the decisive move, which broke the British line and secured the surrender from Barclay.

Perry has often been mistakenly credited with the famous quote, "Don't Give Up the Ship!" This was actually said by dying James Lawrence, in the battle between his frigate CHESAPEAKE and Sir Philip Broke's SHAMRON. Perry heard of the loss of the CHESAPEAKE and was so inspired by his brother officer's words he had his flagship christened after his and had a flag made up with these words. The famous quote of Perry's is, "We have met the enemy and they are ours."



Hulls being reconstructed

After the war, the LAWRENCE and NIAGRA were kept at Erie as store ships until 1820, when they were sunk in shallow water with the hope this would help preserve them. Because of their green timbers, rot was already advanced.

In 1913 the citizens of Erie had her raised and rebuilt,

to celebrate the centennial of the battle. Many of her original timbers were used, and it soon became evident a major restoration would be necessary and the state took custody of the vessel in 1931. This restoration was delayed by the Depression, but the hull was completed in 1943 and she was finally rigged in 1963.

In the 1980s it again became evident another major restoration would be necessary to save the ship from decay. Accurate plans were drawn by Melbourne Smith, a noted ship designer, and late in 1987, the



The Launch of the Niagara, Sept. 10, 1888

The brig *NIAGARA* is one of only three surviving warships from the early 19th century. The others are the frigates *CONSTELLATION*, in Philadelphia, and the *CONSTITUTION*, in Boston. Unlike her sisters, the *NIAGARA* will be maintained as a sailing vessel. When not at the maritime museum, she will be sailing the Great Lakes as an ambassador of goodwill from the state of Pennsylvania.



UNITED STATES BRIG NIAGRA

Length, waterline - 110'8"	Beam - 30'6"
Length, O.A. (including jibboom) - 162'	Draft - 9'
Displacement - 277 tons	
Keel heights, from load waterline - Fore - 113'4" Main - 118'4"	
Armament - 18 32pr carronades, 2 12pr long guns	
Boats - 2 quarter boats (cutters), 1 yawl	Crew (1813) - 156

SECOND SBAA CONFERENCE

Bill Westervelt and other members of the newly formed chapter of the Maryland Chapter of the Ships in Bottles Association of America have been actively planning a second Conference for Ship in Bottle builders. This will be held at the Chesapeake Bay Maritime Museum on October 13th, 14th and 15th. Bill has arranged most of the agenda at this point and has made arrangements with a local hotel to help attending members with lodging. At this time he is looking for members willing to exhibit models at the museum, especially of ships of the Chesapeake Bay area. Members seeking more information can reach Bill Westervelt at 2205 Greenhaven Way, Hampstead, MD 21074.

**NEWBURYPORT CUSTOM HOUSE MARITIME MUSEUM
SHIP MODEL CONTEST**

July 15th - September 15th, 1990

In celebration of the Two Hundredth Anniversary Year of the foundation of the United States Coast Guard (1790 - 1990) the Customs House Maritime Museum of Newburyport, Massachusetts, is proud to announce a Competition and Exhibition for Scale Ship Models.

Eligibility - This event will be open to models of all vessels and craft of all periods that have served the United States Coast Guard, the Coast Guard Reserve, the Revenue Cutter Marine, the Light House Service and Life Saving Service. Models by both professional and amateur builders will be welcome.

Divisions and Awards - There will be Scratchbuilt, Semi-Scratchbuilt, Kit, Junior and Ship in Bottle Divisions. Awards will be presented to models in various classes, including Sailing Ships, Powered Ships and Small Craft. Special awards will be included for the best model of the US Coast Guard Bark EAGLE, the best model built by a member of the US Coast Guard and the most popular model of the show.

Registration - Please send for a complete registration packet to:
Ship Model Competition,
Customs House Maritime Museum,
25 Water Street,
Newburyport, Massachusetts, 01950.
(508) 462-8681

As well as entry forms and rules, the packet contains a list of Coast Guard vessels whose plans are available from the US Coast Guard. The deadline for the submission of entry forms will be May 1st, 1990. Models will be accepted at the Museum from June 1st until the opening of the Exhibition, July 15th, 1990. The Exhibition will conclude September 15th, 1990.

The Hinkley Hinge Revisited

When I first read about the Hinkley Hinge in Issue #1, Vol. 4, 1986 of *The Bottle Shipwright*, I was absolutely fascinated by the ingenuity, yet simplicity of Mr. Hinkley's invention. However, when I tried my hand at the hinge, my fascination quickly turned into frustration and greater respect for Mr. Hinkley's modeling skills. After much prayer and the destruction of a small forest, I arrived at what I affectionately refer to as the Moriarty Mod to the Hinkley Hinge.

Rather than having to worry about making exact cuts and carving precise male and female portions of the hinge, I rely on a mitre box, 180 gauge model lumber, and a jeweler's draw plate. The wood I picked up is a product called Scale Lumber from Northeastern Scale Models, Inc. For my current project, the Margaret Haskell, I used pieces of 2 X 6 180 gauge (4 X 12 N gauge) wood to construct a hinge/mast roughly 1/16" in diameter.

The biggest challenge I faced was rounding out the mast from the freshly assembled square stock. My attempts of carving and sanding left noticeable irregularities in my masts. Then I remembered reading an article by Porcia Takaglan in the *'Model Ship Builder'* on the US Frigate Essex. She used a drill index plate to make treenails out of bamboo. I adopted her method and was quite satisfied with the results.

I hope you find this little 'adjustment' to the Hinkley Hinge beneficial for some future project.

STEP 1. Cut pieces. (All angles are 45 degrees)



STEP 2. Drill holes & glue pieces together



STEP 3. Shape mast to spec & insert wooden pin



STEP 4. Insert mast into deck.



Submitted by Michael Moriarty



BOOKS, BOOKS, BOOKS

New books by members have come out very recently that are worthy of note.

SECRET OF THE BOTTLE SHIP

by Juso Okada

1400 Yen (about 11.50 @122 Yen/Dollar) plus \$1.25/sea mail or \$6.00 air mail. 64 pages, over 150 photos and illustrations.

We are all fortunate to have a builder as dedicated to the art of ships-in-bottles as Juso Okada, founder and president of the Japanese ship-bottlers association. This is Juso's fourth book and as with his previous editions his unique technique is graphically illustrated with diagrams and photos so that it is not at all necessary to read Japanese to understand what is being done. Unlike most western builders, Juso's models are inserted in the bottle facing the bottom base and then the masts and spars are inserted to rest in pre-drilled holes in the deck. This book takes you through the building of four ships, beginning with a schooner and ending with a four-masted vessel.

The book also contains some clear diagrams of the specially constructed tools which the Japanese builders use, and in the forward section there are ten excellent colored photos showing state of the art Japanese bottled models. Whether you are a collector of ship-in-bottle books and/or wish to broaden your knowledge of ship bottling technique as others do it, this book is for you. Before ordering please check the Yen/Dollar relationship.

I suggest paying in real dollars sent by registered mail directly to Juso Okada, 39-1, 1-chome, Nagai-higashi, Sumiyoshi-ku, Osaka 556, Japan.

SENSITIVITY-AGONY OR ECSTASY

by Dr. G. Burton Appleford, MD

\$7.95 plus \$1.25 postage and handling, Dorrance & Co., Inc., 626 Lancaster Ave., Bryn Mawr, PA 19010

Dr. Ap Appleford is a plank owner in the Ships-In-Bottles Association having been a member of the original international group from which we were spawned. Ap worked with me to get the First International Exposition off the ground back in 1982, and many of you are familiar with the bibliography of ship-in-bottle books which he originally compiled and which has since appeared on these pages. Dr. Appleford is a retired psychiatrist, and after long years treating patients who were mentally distressed he came to an interesting conclusion - we are genetically programmed in our sensitivity levels both in an artistic sense (yup - that includes ship-bottlers) and in our susceptibility and hence our reaction to the attitude of others. His point is well taken, and if you are one of those who feels that he is living among a bunch of Archie Bunkers, take heart and get a copy of Ap's book. In it you will find an explanation of the bell shaped curve dispersion of sensitivity levels from the upper 25% "sensitive"

group down through the remaining 75% whose actions range from polite but not too sensitive to the downright blunt - the Archie Bunkers. Happily Ap does not leave us there to pull the fishhook out backwards, but gives us some sensible guidelines to help us cope with a basically insensitive world.

This book is a 84 page volume written in readable non-medical English and in those pages Ap has put forth a compelling theory which I think can benefit both sensitive and non-sensitive individuals as well. You can order the book directly from the publisher or from Ap.

Dorrence & Company, 828 Lancaster Avenue, Bryn Mawr, PA 19010
Dr. G. Burton Appleford, 17586 Caminito Balata, San Diego, CA
92128

Reviewed by Don Hubbard, Associate Editor

**SHIPS IN BOTTLES:
A STEP BY STEP GUIDE TO A VENERABLE NAUTICAL CRAFT**
Second Edition
by Commander Don Hubbard, USN (Ret.)

\$14.95 plus \$1.50 postage and handling, Sea Eagle Publishing, Coronado California.

No second edition can ever avoid comparison to the first, and in this case, the revised edition stands up very well. The first edition was the major introduction to the rare craft of building ships in bottles for many people in America and the United Kingdom, and is often preferred to classic written by Jack Needham. The clear drawings and photographs take the beginner through the steps of building a ship in a bottle by the familiar Western method and any sensible following of these directions is bound to bring the novice successful results in their first attempt.

The second repeats this service and adds to it some of the vast information Commander Hubbard has collected over the years as a builder and through his involvement with other builders and ship in bottle associations around the world. The appendices cover a variety of subjects, among them notes on tools, photography, bibliography, sailing models and general tips for better building. Though still primarily written for the beginner, there is plenty the advanced builder can appreciate, especially the series of new plans added at the end of book, which can be very valuable to the experienced builder in broadening their range of subjects. This is an essential addition to any ship in bottle's library.

Available from Sea Eagle Publications, P.O. Box 550, Coronado, California 92118



Reviewed by Alex Bellinger, Editor



Your questions answered by our resident expert, George Finter.
For answers to your questions write to George at 199 Elm Street,
Halifax, MA 02338

Question: I am modeling a seashore scene and having trouble with excessive moisture in the bottle. I think it's from the white glue used to bond the sand. I tried putting the bottle in the oven to dry but that made it worse. I am now trying silicone gel to absorb the moisture. Any other suggestions?

Answer: You are correct, the problem is caused by the glue, but this can occur from excessive moisture from any source. Since the bottleneck is small there is little chance for moisture to escape. One solution is to connect a vacuum pump to the bottle. Removing the air will also remove water vapor. Drill a hole through the cork and insert a piece of tubing. This adapter will permit connecting the bottle to the pump. Warming the bottle by sun or with oven will drive the water from the glue. It will also help vaporize the water in the bottle, which you want, since the pump will not pull out liquid. Such a process can take several days. To speed it up you can periodically stop the pump and wipe out excess water with a lint-free cloth. Desiccants such as silicone gel will work, but this, too, is a slow process, and these materials can only absorb limited amounts of water. They must then be replaced or reactivated by baking at high temperatures.

Another solution is to avoid using excessive amounts of water-based glue. A better choice is clear, fast drying epoxy. After determining where you want the sand, mark the outside of the bottle as a guide. Apply a thin coat of epoxy in the desired area(s) and pour in dry sand. Tap lightly with a spatula tool to embed the sand in the adhesive. On large areas you may have to work in sections. When set up, pour out excess sand and inspect for gaps. Touch up any areas needed to produce an even coating. The depth of the base can now be built up by gluing scrap wood blocks in place. These blocks can be level or built up in layers to form "hills" and "valleys". Now fill in all gaps between the wood with epoxy or auto body filler such as BONDOL. Smooth so there are no sharp appearing edges or angles. The final step is covering the whole with a layer of epoxy and sand as done at the beginning. This method is faster, neater and results in less weight than a heavy layer of epoxy/sand. Optional final coat: A sealing top coat can be added by using artist's acrylic matte medium. This slightly with water and lightly coat the surface of the sand. This will act as a sealer to keep sand grains from coming loose in the future. It will not make the sand appear shiny. The slight moisture added should not present any problems if you allow several days drying time before corking. Use of a vacuum pump now is ideal.

Tip for the novice builder: Any bottled model contains some moisture. If a bottled ship is placed in the sun or in front of a sunny window, condensation will form on the inside of the glass. Always avoid such situations. As a general rule, I cork and seal my bottles in mid-winter when the humidity is lowest. This helps reduce moisture trapped in the bottle.

THE SEARCH FOR PLASTICINE

In answer to the search for the substance for the bottle "see", our dependable Kai Cho, Jack Hinkley, and Wiley Edwards, of Los Angeles, CO, have come forward with their sources. First, Jack's source. He uses Crayole Modeling Clay. Write to:

Kay Brown,
Modern Modeling Material
Kurtz Brothers
Clearfield, PA 16830

\$10.81 covers the cost of purchase and shipping of five pounds of Crayole Blue #255 and 55202. The clay is shipped in a cardboard carton and is wrapped in waxed paper, in four 4" long cylinders. Jack finds this makes an excellent seal with little or no moisture escaping into the bottle.

Wiley's source is:

Colorforms
Ramsco, N.J. 07446
(201) 327-2800

According to his last letter from Katherine Ingham, of the Sales Dept., dated Jan. 18th, 1984, they do not like to sell to individuals but are happy to identify a dealer local to whoever contacts them. These are usually school supply companies. He closes with the note plasticine is labeled "for age 3 and up."

RAIL SOLDERING JIG, PART 1

by Ted Scafidi

If you hate the look of railings made of window screen fabric, the soldering jig described below can help you make realistic railings of copper wire. To build it you will need:

Two 1/8" X 1" machine screws. The railings will be stretched between these screws and will rest in the roots of their threads.

A 2" X 8" piece of prototyping grid board, also called "perf board". You will use this stuff for guides to hold the strips perpendicular to the railings, and as a soldering surface. It is pre-drilled with a grid of .04" diameter holes spaced .1" apart. Since it is designed for soldering operations when making circuit boards and similar devices it won't melt or deform when heated. You can buy "perf board" at almost any electronics hobby store, like Radio Shack. Make sure you get the kind WITHOUT copper cladding.

One good, old fashioned hardwood spring-actuated clothespin. The clothespin will be part of a device that keeps constant tension on the railings while they are being soldered.

Two 1/4" X 1" machine screws with matching wing nuts, and four flat washers.

One 1/8" X 2" machine screw, with matching wing nut and flat washer

- One 3/8"-diameter screw-eye, to be fastened to the clothespin.
- A 4" X 6" X 1/4" piece of plywood or Masonite for the jig body.
- A 1" X 4" X 10" board for the base.
- A 1/2" X 2" X 5" block of wood, to serve as a backing for the soldering surface.
- A 1/4" X 1/2" X 6" wooden slet to serve as a wire stop.
- Assorted nails and wood screws.

Figure 1 shows three views of the assembled jig.

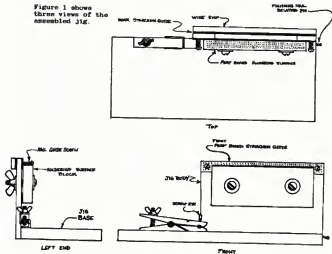


Figure 1

Stanchion Guides

Cut two 1/2" strips of perf board. Each strip should contain 4 rows of holes. Drill a 1/8" hole in each end of both strips, as shown in Figure 2.

DRILL: 2 HOLES 3/16" DIA. 4" APART IN EACH END.

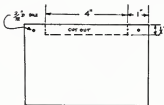
1/2" STRIPS
2" x 1/2" PERF
TWO STRIPS



Figure 2

Jig Body

Using one of the stanchion guides as a template, mark the locations of two 3/32" holes on the jig. Drill the holes in the jig body and the wire stop at the same time. Cut out the slot in the top of the jig body and assemble the stanchion guides with the wire stop and jig body using the two 1/8" X 1" machine screws, as shown in figure 3.



Jig Body

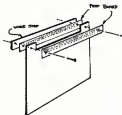


Figure 3

Soldering Surface Block

After drilling the block as shown in Figure 4, cut another 1/2" X 5" strip of perf board. Cut 1" off this strip. Cut the 1" piece in half. These two pieces will be the shims. Epoxy the perf board soldering surface to the block as shown in the figure. When the epoxy has dried, place the soldering block assembly on the jig body so that it overlaps the front stanchion guide between the two machine screws. Line up the upper surface of the soldering block tangent to the bottoms of the holes in the second row on the stanchion guide. Use the 1/4" holes in the block to mark the locations of the 3/8" holes in the jig body. Drill these holes and assemble the soldering block to the jig body with the 1/4" X 1" machine screws, washers and wing nuts.

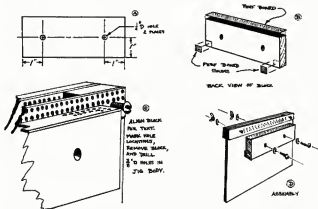


Figure 4

Clothespin and Base Assembly

Disassemble and drill the clothespin as shown in Figure 5. Clear the wood between the two 1/8" holes to make a slot in the top half of the pin. Fasten the screw eye to this half of the pin as shown. Before reassembling the clothespin, place the bottom half of the pin on the 1" X 4" jig base in the locations shown in Figure 1. Mark the location of the holes for the 1/8" X 2" machine screw and the wood screw on the jig base. Drill these holes, then flip the base over and countersink the hole for the head of the machine screw.

Attach the spring to the bottom half of the clothespin, fasten it to the base with the wood screw, then assemble the top half to the rest of the clothespin. Line up the machine screw holes in the base with the hole and slot in the clothespin. Carefully drive the 2" machine screw up through the base and bottom half of the clothespin, and on through the slot in the upper half. Open and close the clothespin several times to make sure it doesn't bind against the machine screw. Put a flat washer and wing nut over the end of the screw. At the opposite end of the base, hammer a 1" finishing nail about 3/4" deep into the 1" X 4" vertical face of the base. Finally, assemble the jig body to the base as shown in figure 1.

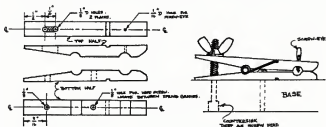


Figure 5

In the next article I will tell you how to use this jig, and give some tips on wire preparation and soldering.

Ted Scafidi,
San Diego, CA

NEWS FROM JAPAN
by Don Hubbard



The Japanese Ship-in-Bottle Association

The Japanese Association held two annual exhibitions this past Summer. The first appeared in the Kobe Maritime Museum in July and the second in the large Osaka City Building in August. Roughly 15 works were on display at both sites, and Jyuro Okada, president of the Japanese Association, appeared on television to introduce the shows which, as always, were very well received by a public which appreciates and understands miniature work.

The Osaka Waterfront Aquarium is currently under construction and after it is completed the Japanese Ship-in-Bottle Museum will be on the agenda. The projected completion of this new facility is the Fall of 1989. The Japanese Association will be in charge of maintaining the museum and rotating the displays which will likely include another international show.

(extracted from a letter by Jyuro Okada, President, Japanese Ship-in-Bottle Association)

FROM THE MEMBERS

The Ships in Bottles Association of America extends congratulations to CHRIS HAIR and with wife Wendy on the marriage of their daughter Mayra to Mr. Klaus Balthasar in Jabalpur, India, last October. Our best wishes to the couple for a long and happy life together, and may every shelf in their home hold at least one ship in a bottle.

It was a tough winter for JIM DAVISON, Royal Oak, Michigan, who tripped last November and tore the tendons in his right knee, which required an operation and two months in a cast. He is out of the plaster now, and plans to relax in Florida for the month of March with Phyllis, his wife. Jim has been doing the Association a service for some years by handling our patch, decal and badge business. He was covered by the local paper for his ship in bottle work last summer.

ROBIN HARRIS FREEDMAN, former membership chairman and dubbed by Don Hubbard as "our lady of the bottle", has moved back to her native California. Their apartment is on the north coast, between San Francisco and Eureka, with a view on the ocean, when the fog allows it. Primarily looking for a new teaching position, she also has been dollmaking and quilting. She finds a number of her bottleship tools valuable in the dollmaking.

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Last fall, JACK BINKLEY attended the annual meeting of the Sons and Daughters of Pioneer Rivermen, an organization of the descendants of old time Ohio and inland river people, including some old time pilots in the familiar image of Mark Twain. Jack is also a member and his models of LIBERTY and YENITOGOF were on display. The first is a model of a paddlewheel river steam boat in a 1000 watt light bulb (BOTTLE SHIPWEIGHT 2-86) and the second is a fantasy model of a paddle wheel tow boat, pushing four sailcube barges (BOTTLE SHIPWEIGHT 4-86). Many of the rivermen present were familiar with LIBERTY, some having even worked on her in the late 1890's. The models were mentioned in S & D REFLECTOR, the organization's journal, and the prestigious WATERWAY JOURNAL, a weekly about the rivers, featured the model in an article in November.

PARKER M. LENNY, recently moved to Welland, Ontario, after 43 years in Port Dover, writes with the sad news Gladys has suffered a stroke, but fortunately is recovering well. Attendees of our 1987 Conference will remember the Lennys, who were present. Gladys has received over 100 get well cards, and has now graduated from the wheel chair and continues to improve. Parker sent a progress report along with his letter, and reports "I am getting quite domesticated". I know you will join me in wishing the Lennys all the best.

BOB DE JONGSTE, the Hague, Netherlands, hopes to find a member who speaks Russian. He is trying to make contact in Russia with others who share our interests, but does not have enough of the language. If you can help, please contact him at van Hoorbeekstr 13, 2502 RA DEN HAAG, Nederland. He also reports the good news his eyes have stayed on the same level, and he is happy with that. He is not building much these days, but spends much of his time writing. As a member of mathematics and computer clubs, and writing for a math journal, as well as his SIS research, he has enough to keep busy!

GUERHARD KREHLING, Editor of RUDELSCHIFF EXPRESS, writes of the coming meeting of German members in Bad Windsheim, on May 5-7. He generously extends invitations to SIBAA members who can attend. For more information, contact HANS FAHNLEIN, Berliner Str. 2, D 6532 Bad Windsheim, Germany. Tel. 09341 / 2102.

Our Founder and Associate Editor DON HUBBARD has just finished 30 pieces for a gallery show, starting March 15th. Most are watercolors of his underwater adventures, but there will be a few fish prints ("gyotaku"). He will be maintaining the gallery for a few days, and looks forward to getting some building done between customers.

#### SCOTMAN'S PRAYER

O Lord, watch over me and mine,  
As I lay me down to sleep,  
My family and friends please guard,  
My livestock and my sheep,  
But most of all, please find the time,  
To guard with special care  
The biscuit tin beneath the bed.  
I keep my money there.



from "Chips & Quips", edited by BILL JOHNSTON, Leaghorne, PA.

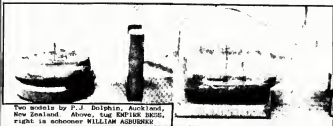
WELCOME NEW MEMBERS

Ray Albrektson, 619 Dover Dr., San Bernardino, CA 92407  
G.V. Bud Brzezanski, 2312 Abasco Way, Fremont, CA 94539  
Mergery T. Black, 741 Mill St. Santa Rosa, CA 95404  
Robert Burroughs, 287 Lynn St., Malden, MA 02148  
Daniel Carter, PSC Box 5471, APO Miami, FL 34001  
Roderick Cavaney, CI-C.E.C. 140 Collie St., West Perth WA6005,  
AUSTRALIA

Tom Clerk, P.O. Box 1262, Seward, Alaska 99884  
Robert Doucette, 815 Lynnfield St., Lynn, MA 01904  
Edgar Fitzwater, 607 Velley Dr., Crownsville, MD 21032  
Steven J. Graham, 306 W. Madison St., New Carlisle, OH 45344  
Christopher Fowler, 13 Wessmith St., Derry, NH 03038  
Robert Gaudet, P.O. Box 885, Newburyport, MA 01950  
Kenneth Greenlaw, 1706 Dr., Elizabethtown, KY 42701  
Jack Griffin, 3735 Cardinal Lane, Portsmouth, VA 23703  
Frederic Hoffmann, 148 Mandy Rd., Toledo, MA 08591  
Jim Jeffrey, 15 Morgan Crescent, St. Albert, Alberta, T8N 2K1 CANADA  
Rozz Kelsen, 62 Bellade Ct., Lakewood, NJ 08701  
Howard King, 54 Princeton Rd., Malden, MA 02148  
Jack Marino, 64 Holly Ave., Lynn, MA 01904  
Peter Menini, 115 Circle Dr., No., Island Lake, IL 60042  
Xavier Misurachs, Apartat 133, Palefrugell 17200, Girona, SPAIN  
John Muller, P.O. Box 234, Hastic Beach, NY 11951  
Joseph Neef, 1353 Dover Ave., Thousand Oaks, CA 91380  
Don Pearson, 3715 Laurel Dr., Deshaven, MN 55391  
Patrick J. Roney, 5834 Fourth St., Detroit, MI 48202  
Guy Rossmellia, 2707 Queler Rd., Gasport, NY 14067  
Walter Rynkiewicz, 22 Howe St., Apt. 2, Dorchester, MA 02125  
Blake E. Salmon, 25203 Via Estine, Valencia, CA 91355  
Geoff Smith, 64 Werdanup Cres., Yellingup, WEST AUSTRALIA  
Jerry Spears, 2046 9th St., #88, Coralville, IA 52241  
John Warren, 105 Lakeshore Dr., Apt. 1441, North Palm Beach, FL 33408  
Donald E. Washington, 100 Henry St., Brooklyn, NY 11201  
Charles Weigard, 354 Thelma Ave., Glen Burnie, MD 21061  
Norbert Zielin, 205 Sunset Dr., Box 54, Sedona, AZ 86336

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Henry Ester, P.O. Box 18, Helsinki-Onkka, SA 06717  
Nobie Harris Freedman, 441 AA North Harbor Dr., Fort St. Louis, CA 95437  
Richard Kreute, 101 Coast Blvd., #1-F, La Jolla, CA 92037  
Parker M. Loney, 156 Fitch St., Prince Court #118, Welland, Ontario  
L3C 5K7, CANADA  
Steve Menning, 555 N. Sixth St., Ontario, CA 91761  
Beak Marshall, P.O. Box 4716, Pinopolis, S.C. 29488  
Anne Lynn Simon, 911 S. Delphia, Park Ridge, IL 60068  
Herbert Thoen, 34-1925 Indian River Crescent, North Vancouver, BC,  
V7G 2P6 CANADA  
Robert F. Walker 4957 Kalamie Way, Ocoeeville, CA 92056  
William Weiner, P.O. Box 2694 Florence, OR 97439



Two models by P.J. Dolphin, Auckland, New Zealand. Above, tug EMPIRE BROS., right is schooner WILLIAM ASBURNER.



Left is a small galleon by Charles Hard, with his ever present lighter. In answer to my query, Charles wrote this lighter is one of several old zippo's, and in reply to a letter he sent them, the president of Zippo personally offered to live up to that company's life time warranty and repair the worn out lighters. He also thanked Charles for giving their products such exposure.



Above, Richard Albert Walton's ESSEX in an unusual bottle.

New member Harry Morgan's model of his own O'Day Javelin in a Nyquil bottle, and at the tiller is Harry himself.



A handsome backlighting photograph of Juan Rodriguez's REAL FELIPE  
and below, Juan Rodriguez himself with the model

